and Cincinnati Road to prevent the Directors from paying the interest of the Columbus, Piqua and Indi-can bonds which they had piedged themselves to do with the full concurrence of the stockholders, ex-pressed at a legally called meeting. We must correct the writer of the communication, however, on two points.
We are not in error in snything we have stated, and if
"An Old Contributor" will read our paragraphs again he will see that we have never stated that the Cleveland, Columbus and Cincinnati Road had commenced a suit, or that any suit had been commenced by any "Old Contributor" says that the Company have taken no action in the matter. We think the letter of President Hubby, printed in The TRIBUNE on Wednesday, establishes the fact that they have taken action and very disgraceful action, too. The "sentiment of the street" at which "Old Contributor" sneers, we can inform him, comes from the largest stockholders in his Company, and not from "stock jobbers and people of that class." If he desires to ascertain this, has only to go among the stockholders.

In a previous paper we published, at length, the Re-ort of the President of the Ecie Railroad Company, remising on some future occasion to notice the very able report of the General Superintendent which ac-

able report of the General Superintendent which accompanied it, which promise we now proceed to perform.

The Report commences by remarking that in consequence of the magnitude of the business of the road,
its numerous and important connections, and the large
number of employees engaged in operating it, many
persons have been led to suppose that it could not be
operated as economically as roads of a shorter length.
In opposition to this view, the position is taken that
theoretically a long road should be operated at less etically a long road should be operated at less expense per passenger and per tun per mile, than a short one, and that it may be practically accomplished by the introduction of a system of operations prop-erly adapted to the character and extent of the busis to be done. The general principles to be regarded in the formation of such a system are then enumerated

m the formation of such a system are then enumerated and are stated as follows:

"First: A proper division of responsibilities.

"Second: Sufficient power conferred to enable the same to be fully carried out, that such responsibilities may be real in their character.

"Third: The means of knowing whether such responsibilities are faithfully executed.

"Fourth: Great promptaess in the report of all devilections of duty, that evils may be at once corrected.

"Fifth: Such information to be obtained through a system of daily reports and checks, that will not embarrase principal officers, nor lessen their influence with their subordinates.

"Sixth: The adoption of a system, as a whole, which will not only enable the General Superintendent to detect errors immediately, but will also point out the delinquent."

Next follows a description of the organization of the road, showing the powers and duties of the principal

road, showing the powers and duties of the principal efficers, concluding as follows:

"The above will serve to show the division of the administrative duties upon the line and the general organization of this department. Each officer possesses all the power necessary to render his position efficient, and has authority, with the approval of the President and General Superintendent, to appoint all persons for whose acts he is held responsible, and may dismiss any subordinate when in his judgment the interests of the Company will be promoted thereby.

"The enforcement of a rigid system of discipline in the government of works of great magnitude is indispensable to success. All subordinates should be accountable to, and be directed by their immediate superiors only, as obedience cannot be enforced where the foreman in immediate charge is interfered with, by a superior officer giving orders directly to his subordinates." It is very important, however, that principal officers should be in possession of all the information necessary to enable them to judge correctly as to the industry and efficiency of subordinates of every grade.

"To acquaint themselves in this particular and remedy imperfections without weakening the influence of subordinate officers, should be the aim of officers of the higher grades."

Mr. McCallum attributes the reduction of expenses in the restriction of the higher grades."

Mr. McCallum attributes the reduction of expenses in the transaction of the business of the past year to the adoption of a system of reports and checks, and an organization which admits of the above principles. It is certainly highly creditable to the judgment of the Directors that they have allowed the officers of the Road to mature and carry out the system without interference. This example may, without doubt, be profitably followed by the Directors of many other important works, the exhausted finances of which are caused, perhaps, in a great measure by an officious in-termeddling with details, the nature of which they do not understand, instead of securing the services of efficient officers fitted by education and experience to the performance of the task, holding them strictly responsible for results, granting them sufficient authorito direct and control the business, and thus adopting

the only plan of proving them competent or otherwise. The report in the next place treats of the "elements involved in effecting economy." In this connection it

"In the transaction of a passenger traffic great speed forms an important item of cost, the high rate of which is governed by what frequently proves to be a raisons competition, in which the bazard of passengers and the competition, in which the hazard of passengers and the liability of railroad companies are increased in equal ratio. It has been stated authoritatively that the cost of running a train is increased nearly as the square of the speed, for the correctness of which experience will not permit me to vouch; but I may be allowed to venture the remark that the present rates of fare do not generally compensate for the large capital invested and the enormous expense incurred, and I have no d the enormous expense incurred, and I have no but that the speed usually adopted has an important suence in producing this result."

The effect of high rates of speed in the cost of opersting a road, is pointed out in the additional power in-volved, wear and tear of roadway and machinery, the delays caused by inability to "make time," and the risks of collisions and other contingencies growing out

The use of the telegraph is referred to in the follow-

"A single track railroad may be rendered more safe and efficient, by a proper use of the telegraph, than a double track railroad without its aid; as the double track can only obviate collisions which occur between traits moving in opposite directions, while the telegraph may be used effectually in preventing them, either from trains moving in an opposite or the same directions; and it is a well established fact deduced from the history of railroads, both in Europe and in this country, that collisions between trains moving in the same direction have proved by far the most fatal and disastrous, and should be the most carefully guarded against. I have no hesitation in asserting, that a single track railroad, having judiciously located turnours equal, in the aggregate, to one quarter of its entire length, and a well conducted telegraph will prove to be a more rafe and profitable investment than a much larger sum expended in the construction of a continuous double track, operated without a telegraph." A single track railroad may be rendered more safe continuous double track, operated without a tel-egraph."

An abstract is given of the Rules for the movements

of trains by telegraph, and the subject is concluded

with the following remarks: In moving trains by telegraph, nothing is left to chance. Orders are communicated to the conductors and engineers of the opposing trains, and their answers returned giving their understanding of the order before either is allowed to proceed. Their passing place is fixed and determined, with orders positive and defact that neither shall proceed beyond that point until after the arrival of the other; whereas, in the absence of a telegraph, conductors are governed by general rules and their individual understanding of the estimation which rules are generally to the effect that in cases of detention the train arriving first at the regular passing place, shall, after waiting a few minutes, proceed cantiously, "expecting to meet the other train," until they have met and passed, the one failing to reach the "half-way post" between stations being required to back (always a dangerous expedient), and the other permitted to proceed; the deleyed train being subjected to the same rule in regard to all other trains of the same class it may meet, thus pursuing its hazard-In moving trains by telegraph, nothing is left to the same class it may meet, thus pursuing its hazard-tous and uncertain progress during the entire trip. The history of such a system furnishes a serious com-mentary on the imperfection of railroad regulations. In the economical management of a freight traffic,

the following considerations are said to be involved:

First: The most effective use of motive power.

Second: The regulation and reduction of speed to
the lowest standard consistent with the exigencies of

basinese.

Third: The means of controlling the movement of rolling stock, that the greatest amount of service may be derived therefrom.

Fourth: The reduction of dead weight, and a corresponding increase of useful loads hauled.

Fifth: The reduction of friction, by which the cost of repairs of rolling stock is diminished, and the facilities for economical transportation are proportionably acreased.

The various reports furnished by agents, conduc-

and others are given, and their practical use explained.
The division of the duties of the several officers employed has been arranged with reference to carrying out the general principles before stated; the reports are material aids in effecting these objects, and serve as checks in pointing out all deviations from the rule. The subject of organization is closed in the following

words:

"Ail that is required to render the efforts of railroad companies in every respect equal to that of individuals, is a rigid system of personal accountability through every grade of service."

Under the head of "Characteristics" the length of the read is given to the read in the read in the read in the read is given to the read in th

the road is given, the miles of double track and sidings, length of bridges, weight of rails, and other interesting particulars, which serve to show the vast ex-

tent and character of the road.

The construction account furnishes the details of expenditure during the past year, amounting to \$163,269 10. It is estimated that there will be required during the

present year to meet the expenses in the construction department \$269,096 99—\$103,237 of which is to be applied in building permanent works, to avoid the present crossing of the "Cascade Bridge," On this subject it is remarked:

subject it is remarked:

"The amount estimated, (\$269,696 99.) may appear large; but it is not claimed that the whole expenditure is indispensably necessary during the coming season. A considerable portion of the work, if advisable, may for the present be deferred, although it is quite desirable to have it done at an early day, if circumstances will permit."

Under the head of revenue and expenses, it is shown that the earnings of passenger trains are 34 6-10 per cent, and of freight-trains 65 per cent of the gross earnings of the road; and an analysis of the earnings and expenses of these two branches of the business shows that, while the passenger business has contributed 7 8-10 per cent of net profits on the business done, the freight traffic has contributed 81 per cent. The comparative importance of the two branches of

traffic is exhibited by the above statement.

The subject of tariff rates is discussed, and while it is admitted that in many cases the prices charged are unremunerative, an indiscriminate increase is deprecated, as tending to destroy some branches of business which, by being fostered, may hereafter furnish a profitable source of revenue to the road. On this sub-

ject it is remarked:
"I have no doubt that our tariff should be carefully "I have no doubt that our tariff should be carefully evised, and in many cases materially advanced; but in arranging new prices, with the view of increasing revenue, I would respectfully submit that, to effect this end, we should rely quite as much on the reduction of our expenses, by srict economy in all our operations, as on an increase of rates."

Under the head of "experiments for determining

effect of grades and curvature," the report furnishes a very careful and elaborate description of the per-formance of the engine employed for that purpose, and the relative extent of the resistances opposed to the moving train. This portion of the report will afford much interest to both practical and scientific men en-gaged in constructing and operating roads, demonstrating, as it does, the superiority of the broad over the narrow gauge, in the transaction of a heavy freight traffic.

Reference is made to some of the prominent argureents formerly used against the introduction of the broad gauge, and their fallacy shown.

RAILROAD MATTERS.

To the Editor of The N. Y. Tribune.

Sin: You are in error in the remarks in your money articles of the 3d and 4th inst. as to the action of the Cleveland, Columbus and Cincinnati Railroad Company in regard to the bonds of the Columbus, Piqua and Indiana Railroad. The Cleveland, Columbus and Cincinnati Railroad Company has taken no voluntary action in the premises. It is true that a suit has been commenced to restrain the payment of the interest on bends of the Columbus, Piqua and Indiana Company guaranteed by the Cleveland, Columbus and Cincinnati Railroad; but that suit has not been commenced by the latter company, nor by any of its managers; nor were any steps taken by them to postpone the payment of the interest falling due until an injunction had been served on them. The bill in this case has been filed by an individual stockholder of the company in his own name and for his own account, and not by the company. Believing as he does that the President and Directors of the Cleveland, Columbus and Cincinnati Railroad Company, who are his servants, appointed to protect his interests, and not to squander his money in a manner not permitted by the charter, have transcended their powers in making the indorsement, he has appealed to the courts to protect his interests. If he is right in his views, the indorsement will be declared null and void. If he is wrong, then the Company is right, and the bonds will be paid. The "sentiment of the street" may be of importance to stockholders and people of that class, but is of no weight with bona fide stockholders. Neither, perhaps, is the "shock to confidence in Railroad Securities," which you seem to fear, so much to be deprecated. If there had been less 'confidence' hereto-fore, there would have been less loss to stockholders; and the wail of the widow and the orphan, who have lost their all, in companies managed by Presidents and Directors of reputed character, and who, when the bubbles burst which they had skillfuly inflated fort heir own sinister ends, were found to own some two or three shares a piece, would have been less often heard.

In the present case, I repeat, the suit is not brought by the Cleveland, Columbus and Cineinnati Kailroad Company, but against them. If it should have the effect of inducing greater caution for the future on the part of Directors of railroads and other companies, and of remi action in the premises. It is true that a suit has been commenced to restrain the payment of the interest on

and of reminding them that they are always liable to be called on by any stockholder to give an account of their stewardship, it is believed that a public service will be rendered by the course that has been taken.

The writer, as you know, Sir, is no "financier;" and he is not to be deterred by the clamor of all the money-changers of the city put together from vindicating his rights. He has commeaced his suit, and intends to carry it on; and when he has leisure, he proposes to wait upon your other "model" Company (Heaven save the mark!) with a few isquiries.

He has the misfortune to be a stockholder in that Company also—having owned stock in some of the separate lines of which it is now composed, prior to the union. And he has never yet been able to understand how it is that the dividends of the consolidated road have fallen so far short of the average dividend paid by the separate roads before the consolidation. He proposes to do himself the honor shortly to wait upon the distinguished President of the Company, "who serves without salary," to explain it to him. In the meantime, being decidedly of opinion that the value of his property will be increased, if removed from the arena of street-gambling, it will give him great pleasure to hear that the Board of Brokers has stricken the Cleveland, Columbus and Cincinnati Railroad from their list. As Old Contributor.

Markets .. CAREFULLY REPORTED FOR THE TRIBUNE.

Markets...CARFULLY REPORTED FOR THE TRIBUNE.

SATURDAY, April 5, 1856.

ASHES—The market is almost bear of stock and is botter for Foreign and is aleas at \$112. Fois are wanted at \$4. COPTON.—The market is sumed the control of the

Chapres, 3,000 Mexican, 450 St. Domingo, 800 California, 1,000 saited Busnes Ayres and Ric Grands, beside 3,000 Ric Grands and Busnes Ayres Horse.

HOP8—There is no alteration to retice in this marks a small business only has transpired; suice of 25 below it one of the critically to choice Eastern and Western. Old are quiet to the contract of the c

and nominal.

HAY—The supply is better at d the demand f.r., s.les of 10.
bales at \$1 124 st 100 Bs.

IRON—The market is firm for Scotch Fig at 4 35 for w. sle

IRON-The market's market is market in the parcels.

LiME-Rockland is dull, and quotations are naminal, in the absence of seles, at 85c, for Common, and \$1.37\for heap.

LEATHER—The stock is very measure and unicerable, and holders evince much confidence in the permane cy, no an advance of prices. Burnes Ayres Middle brings high 7c., with Algorithm do. 24c. Oak is extremely scarce, and use at ok-

believe evince much confidence in the permane cy, it no an advance of prices. Burnes Ayres Middle brings 3ij 47.7c., any Augusture do. 23c. Oak is extremely scarce, and the stock chiefly of the pooler qualifies.

MOLASSES—A moderate business is 4-ing at full or own. Sales of 256 bils. New Oriesus at 472-45c., 2) bilds. Initials at 18c. and a mail schee of Cube Museuved at 18c. No. AVAL STOKES—Spirits Turpentine is quite acrive at sweaty prices; sales of 1000 bils. at 57:429c. cash. Crude is sweaty prices; sales of 1000 bils. at 57:429c. cash. Crude is sweaty with more sequity at \$3 for Winnington; stock 16,600 bils. Commen Rosin is farm at the advance; sales of 700 bils. at \$1 do per 310 fb derivered. Fine is quint and scarce. Tar is duil and abundant; can be bad at \$2 P bils.

(ILS—Luglish histored her not changed materially; the stock is 400 tons. The business from store is bries at 300 bils crain. Crude Whele is steady, with more imquiry at the abate nent; este at the East at 300 bils. cash. Refined is attesty, but quick. Crude Sperm is easier to buy, with but little activity; last value at \$1 81 30c \$1 32. Larc Off is lower, with sales of Western Winter at \$7.50c. as h. Refined is a steady, but quick the demand for immediate delivery is fair, and we notice some unquiry for all the mount; the sales are 1800 bils. Grease soid at 75c. cash. Refined at \$1.75c for Prime, the latter amentical and generally beind at \$1.75c for Prime, the latter amentical and generally beind at \$1.75c for Prime, and are \$1.75c for \$1.75c for Prime. \$2.50c for \$1.75c for Prime. \$2.50c for \$1.75c for Prime. \$4.75c for Prime. \$4.75c for Prime. \$4.75c for Country Mass, \$4.175c for beine do. Bacon is better and in general space of \$200 bils. at \$1.75c for \$1.75c for

Philadelphia Iron Market-APRIL 4.

The transactions in Pic Iron during the past week have been moderate, although there has been considerable inquiry for it. The stock is light. We quote No. 1 at \$20, No. 2 at \$20, and No. 3 at \$20, 3,50 tons of Rallroad Iron were sold recently. Other quotations unchanged.

Receipts of Produce Ry Eric Railread-2,532 bbls. Flour, 240 pkgs. Whisky, 35 do. Ashes, 1810 do. Provisions, 129 do. Rye, 240 do. Lard, 500 dressed Hogs, and 6,500 sides Leather.

Markets Reported by Telegraph. NEW-ORLEANS, April 4.—Corrow has advanced an ic. Sales ocay, 6.500 hales. The quotations for Middling range from 91 o bic. Sales for the week, 95,000. Receipts for the sane time, 2,(60. Increased receipts over last year at same date, 500,000. tock at this port, 296,000. Rio Coffee, 124c.; sales of the

Stock at this port, 289,000. His Coffee, 172c.; sales of the week, 15,000 bags.

CHARLESTON, April 4.—COTTON advanced [42]c. during the week. Else for the week, 15,000 bales. Stock in port, 72,000. Receipts for the week, 12,000. Receipts at this nort ahead of inst year, 50,640. The quotations for good Middling are 10½0 litle. Sales to-day, 3,500—the market closing firm.

PROVIDENCE, April 5.—COTTON has been in active demand at full prices, market closing with a firm feeling. Wood.—Market very firm without charge in prices; sales 134,000 fts. Printing CLOTHS—Market without change; prices firm and stock light; sales 50,000 pieces.

Passengers Sailed

In the U. S. M. Steamshy Fulton for Southampton and
Harre-Miss. Martha Dord and maid Mesers. T. W. Peckett,
W. Wallaer, W. S. Kennelly, M. Frotteer, Mrs. Edwards and
child, Mr. S. Abraham, P. Ausorna, J. Edwards and
child, Mr. S. Abraham, P. Ausorna, J. Edwards and
child, Mr. S. Abraham, P. Ausorna, J. Edwards and
Load, D. S. Haviland and wife, G. Haviland, Miss M. Haviland and brother, F. M. Tenes, P. L. Freenan, Mr. Thirlou, Mr.
Duffon and son, Miss Bale and maid, Mrs. T. N. Dole and child,
Miss Hausley, Master Dole, Mrs. Lamarteer, Mrs. Froust, Mr.
Lyon, Mrs. Lyon, F. Luneruan, Merclere, Mrs. Koudhardt and
5 children and servant, J. Holdersmann and wife, Dr. Presiore,
J. A. Switzer, Dr. A. March and wife, W. D. Grienne and wife,
Lance Annes, H. W. Smith, Miss A. Delandres, Miss Reet, M.
S. M. Fellowes and wife, Mr. Paurregues and lady, G. Kange,

MARINE JOURNAL.

Ham D Visser, Hamburg, Vm. F. Schmidt & Co.
Bark-Amile, (Br.) Day Liverpool, N.S., W. L. Darling;
Imblem, Davis, Philadelphia, Jaz. Hand.
Brige-Holvellyn, Hall, S. Marva, Ga., W. H. Riversmith;
t. Moute, Winchester, Arroya, P.R.; Flying Eagle, Conast,
thicante, R. P. Buck & Co.; Catherine, (Dan.) Stehr, Hamburg, Funch & Meincke; St. Mary, Johnson, St. Thomas, Rusell & Vining; W. Kelly, Heagan, Gusyama, H. D. Brookman;
oinsett, Hill, Cardenas, H. D. Brookman; Iris, (Br.) Lorwsy,
t. Johns, N.F., J. S. Dealey.
Schouters-Swan, Rose, Alexandria, Van Brunt & Slaght; S.
Engle, Peterson, Alexandria, Van Brunt & Slaght; Village
iem, Mathews, Boston, N. H. Brigham; Ballimore, Seight,
saitimora, Mailler, Loud & Querean; J. T. Grice, Rogers,
ew-Orleans, Eagle & Harzard; Howard, Crowell, Boston, S.
V. Lewis; Humming Bird, Morris, Wilmigton, B. Bloseon &
con; R. C. Stamard, Isamien, —; Trumph, (Br.) Power,
t. Johns, N.F., McAuliff & Wheelock; Lasse W. Haghes,
felde, Newbern, Davis & Holmes; Eve, Sherman, Piymouth,
ohneon & Siaght; Hardiecrabhle, Gregory, Plankstank, Va., B.
Metcalf; Honesty, Appleton, Yorktown, Van Brunt &
Jarlt; M. Bedell, Satterly, Alexandria, M. Bedell; Richmond,
lerris, Richmond, C. H. Plerson; Maria Jane, Jones, Richsend, C. M. Fry & Co.; Floise, Thacker, Philadelphis, J. W.
Kee; Eagle, Gregory, Portland, S. W. Lewis; Pixia, Laism, Boston, J. K. Stanhope; Cabot, Hamilton, Boston, V.
W. Keer; Farch, Providence, master; E. P. Burton, Blakean, Derby, master; Hulson, Stecking, New Haven, J. H. Haett.

en. Steamers—Delaware, Copes, Philadelphia, Sandford's Line; homas Sparks, Morrison, Philadelphia, J. & N. Briggs.
Propellers—Piedmont, Post, Baltimore, Cromwell's Line; everly, Pierce, Philadelphia, W. H. Thompson; H. Borden, ougherty, Philadelphia, J. & N. Briggs; Anthracite, Jones, hiladelphia, J. & N. Briggs.

Brig Greths, (Dan.) Jans, Newcastle 37 days, coal to Barrley & Livingston. On the lith o' March put into St. Johns, F.R., for previous Have experienced very beavy weather. F.R., for previous Have experienced very beavy weather. Brig Starsh Wooster, (of East Cambridge) Burrill. Jeremie 31 days, logwood, br., to Becker & Greeves. Have had much heavy weather; have been north of Bermuda 16 days. Brig Ida Raynes, Lander, Marscaibo March 11. coffee to S. de Apreda, Jove & Co. March 21; saw a bark sabore in Crooked Island Passage, between Fortsue Island and Finn Keys; spoke is Nassou wereher soon after, who reported her to be a French versel from Port-up Frizze, with coffee and lowwood, badly versel from Port-up Frizze, with coffee and lowwood, badly versel from Port-up Frizze, with coffee and lowwood, badly versel from Port-up Frizze, with coffee and lowwood, hadly resolved the self-up to the companies of the compani

rugar to H. D. Brockman.

Brig Wacissa, Whitney, Court Keys 21 days, cotton to Small-wood, Anderson & Co. Have been hove to of Hatteras 10 days, in gales from the westward; was drifted off as far as lon. 68 30. 8 30.

Brig J. G. Anderson, Randall, St. Marks 15 days, cotton to mall wood, Anderson & Co. March 28, lat. 33, ion. 75, saw ship

Brig J. G. Anderson, Randell, St. Marks 15 days, cotton to Smallwood, Anderson & Co. March 28, lat. 33, iou. 75, saw ship Highlander, etg. N.E.

Brig Wm. Skinner, (of Baltimore) ——, New-Orleans 29 days cotton, &c., to man'et.

Brig Rolerson, (of Beston) Crowell, New Orleans March 19, bides, &c., to S. W. Lewis. 28 inst., lat 39, lon. 73 39, speke whiling bark Maria, Mooces, from Otaheite for New Bedford, leaking 200 strokes per boar. latinet, lat. 35 39, lon. 73, sg. nalized seth May Queen.

schr. Elizabeth C. Felter, Masson, Belize, Han., 29 days, machogany, &c., to E., Coffin. March 16, lat. 29 15, lon. 79 20, off Gun Ney, speke ship Saurise, of Portland, from Liverpool for Havana, 52 days out.

Schr. Eliza, (of Boston), Crowell, St. Ann's Bay, Ja, via Norfolk, (where she put in for repairs,) codice, &c., to Loacraft & Co.

folk, (where are put in 10 repairs, of the Control of the Control

Elverpool.

Schr. Central America, (of Boston) Eldridge, Clenfuegos 11th Schr. Central America, (of Boston) Eldridge, Clenfuegos 11th Schr. Central America, (at. 37, lon. 73, spoke schr. Monte zuma, from Mobile for Baltimore; same time, spoke brig Marshfiel, from Masanas for Philadelphia.

Schr. Schr. C. Tiew, Darien 12 days, lumber to Peck & Church. Schr. Mary D. Lane, Garden, New Orleans 17 days, cotton to Lane, West & Co.

Schr. eessenden, (of Dennisville) Hooper, St. Croix, W.E., March 9, rum, &c., to C. & E. J. Peters.

Schr. Caroline C. (of Trement) Blunt, Baracos March 20, coccanuts, &c., to T. Gilmartin.

Schr. Ann Gardiner, Small, Elizabeth City, N.C.

Schr. H. Dailey, Chester, Elizabeth City, N.C.

Schr. G. F. Brown, Chesser, Elizabeth City, N.C.

Schr. Gele Wood, Cornell, Mitton.

Schr. Caleb Wood, Cornell, Mitton.

Schr. Renjamin, Cassedy, Elizabethport for Eastport.

Propelier Petrel, Arev, Providence.

SAILED—Steamships Fulton, Havre; Illinois, Aspinwall; Augusta, Savansal; James Adger, Charleston; Roanoka, Nordók; ships Mary L. Sutton, San Francisco; Wanderer, Liverpool; Electric, Hamburg; Switzerland, Charleston; barks Maszerpa, New-Orleans; Tremout, Philadelphia; brig Young Republic, Cardenss, and others.

Arrived.....SUNDAY, April 6.

Ship Marengo, (of Branswick) Alexander, Havre, Jan. 14, motes, and 36 pass, to Nesmith & Sons. Experienced very heavy gales from the S.W. in the channel. Jan. 25, 60 miles W. of the Scillys, saw about 75 or 100 American made oil casks, supposed to be full of oil; also several large imps of yellow substance, having the appearance of becawax, together with quantities of drift wood, several barries and small iterces; the previous 3 days had been a very heavy gale from westward; Jan. 21, asw the entire top of a ship's blusc, painted yellow, apparently having been swept from some slip but a few days previous; March 24, lat. 35 12, lon. 57 50, exchanged signals with Brem. ship Oder, bd. W. From the time of leaving flavre up to Feb 20, (with the exception of 3 days) the M. has had one continual sunccession of gains from S.W. to W. and N.W.; on the 21st, being short of water and provisions, run for Fayal, where she art. 30 and slid. asain 35th.

Bark Mary Elizabeth, (of Boston) Firepatrick, tlate Hamilton, who died at Bordeaux, Bordeaux, 61 days, midse to order. 33 inst. 80 miles S.E. or Sandy Hook, spoke brig Arabella, hence for Aspinwall; 3th. 40 miles S.E. or Fire Island, spoke bark Marthe, (whater) for New-Bedford. The M. E. has experienced heavy weather on the 25th uit; lat. 34 47, lon. 63 10, was struck by a sea which carried away runder, wheel, binnacle with cumpass, and wanhed away some buwarks; March 22, lat. 3331, lon. 66 31, passed a snip's long boat, bottom up, was painted white; also a spar, purpendicular in the water.

Bark N. Stowers, to f Prospect) Stowers, lobos, P.R. March 19, sugar & c., to master.

Bark Corinthian, (of Providence) Edgecomb, Matanzas 16 days augar, & c., to master.

Bark Corinthian, (of Providence) Edgecomb, Matanzas 16 days, sugar, &c., to master. Bark Mary & Jake, Richards, Savannah 7 days, cotton, &c.,

New York.

Brig Lillian, (of Bucksport) Nicholas, Church Creek, Chesa-sake Bay, 5 das, 8, timber to R. P. Buck & Co.

Brig A. Merryman, (of Gardiner) — Cardenas March 22, o Storer & Stevens. Sid. in co. with bark James Charchill, for few York. March 28, 1a, 24 24, 1 un. 89 25, spoke bark A. H. limball, from Mohlie for Providence.

Brig Eliza Ann. (of St. George) Rawley, Cardenas March 16, upr. & c., to Braster.

Brig Nuova Providenza, (Sic.) Stavacc, Naples, 85 days, fruit to ercer.

Brig Stephen G. Base, (of Boston) Winchester, Aux Cayes 24 days, logwood to H. Becker & Greaves.

Brig Avondale, (of Tremont) Harper, Genyama, P.R., 24 days, sugar &c., to C. & E. J. Peters. March 17, lat. 24, lon. 68 d5, passed a bark showing a biue signal with white in the center, with letter F.

Schr. Frances Harch, (of Castine, Comner, Crab Island 24 days, sugar to Wallace & Raynor.

Schr. Governer, Eaton, Jacksonville 16 ds., lumber to master. Schr. Elmira Rosers, Spanding, Providence.

Schr. Gintina Rosers, Spanding, Providence.

Schr. E. Herbert, Nickerson, Boston.

Schr. Estring, Hill, New Haven.

Schr. Mindora, (of Eden) Sargent, Trinidal, Cubs, 21 days, sugar, &c., to Yazaga del Valle & Co.

Schr. T. C. Lyman, Standard, New-Haven.

Schr. B. Brown, Inghram, Warren.

Schr. New York, Hingham, Richmond, four, to C. H. Pierson & Co.

& Co.
Schr. Standard, Jones, Galveston 26 days, molasses, &c., to
McCready, Mott & Co. 22d nit, lat. 24 22, lon. 33, spoke brig
Mary Scofield, from Attakapas for Richmond.
Schr. Hickman, Mseon, Delaware.
Schr. Milton, Oliver, Delaware.
Schr. Nelson Harvey, (of Harwich) Coombe, Galveston 20

days, mdee. to order. Schr. Yorktown, Woglam, Petersburg, flour, &c., to J. Hunt-

By Telegraph. BOSTON-Arr. April 6, ships Corings, Manilla; Northern Eagle, and Haleyon, Calcutta; Elvira, Owen, Liverpool; Arabella, Aralachicala. CHARLESTON-Arr. April 5, U. S. steamship Marion, Foster, New-York.

Disasters, &c.
For loss of ship Sea Witch see news columns.

For loss of ship Sea Witch see news columns. See arrivals at this port.

The Pilot Boat Mary Ann, No. 13, while on station duty on Priday night, was run into by an unknown fore-and-aft schooner, which took off the best's bowsprit. She was towed up to the city by the steaming Hector.

Bark Kepler, of Cobasset, Pratt, which arrived at Toulon February 15, from New York, experienced several very severe gales in rapid succession, spring a leak and was obliged to throw over some 500 or 460 sarrels pork to lighten the vessel. At last accounts she remained at Toulon, leaking hadly; would repair rad priceed to Leebour for a return cargo of marble to New York. The outward cargo (pork) belonged to the French Government. The K. was under charter. She is owned by Mr. John Bares. ment. The K. was under charter. She is owned by Mr. John Bares. Schm. Louising Reported Burned at Ska.—The schr

Crewford, master, which put into Bermoda 17th uit., with loss of rubber, salls, &c.

Crevierd, master, which put into Bermode 17th air., with loss of rubier, sails, he.

Schin, Gull Syralam from Mobile for New-York, was ashore on Cape Pear her fall of water.

S. W. gale on 25th air., in Gulf Stream, off Cape Harteras, and shifted carre, took boat, he.

A Larger how boat, he.

A Larger mark was seen ashore 19th air. on Point Holandes, a larger marked to the pear time ashore, as all her sails were stock. Probably the whalling bark Batchlay of Westport, which went on the rocks night of 17th near Cape Antonio.]

Schin, D. W. Dixney, Doane, of and from Harwich for New-York, with a carge of fish, in attempting to make Newport for a barbor, went ashore at 10 o'clock, night of 2d anst, an Brenton's larbor, went ashore at 10 o'clock, night of 2d anst, an Brenton's larbor, went ashore at 10 o'clock, night of 2d anst, an Brenton's larbor, went ashore at 10 o'clock, night of 2d anst, an Brenton's larbor, went sabrer at 10 o'clock, night of 2d anst, an Brenton's larbor, went sabrer at 10 o'clock, night of 2d anst, an Brenton's larbor, went sabrer at 10 o'clock, night of 2d anst, an Brenton's larbor, went sabrer at 10 o'clock, night of 2d anst, an Brenton's larbor, went sabrer at 10 o'clock, night of 2d anst, an Brenton's larbor, went sabrer at 10 o'clock, night of 2d anst, an Brenton's larbor, went sabrer at 10 o'clock, night of 2d anst, an Brenton's larbor, and the crew and announced.

Cart. Join's F. Rosksson who went out on the Pearl Expediction in the bark Emily Banning, arrived in Wilmington, Del., on Tuesday evening. He left the Emily Banning at Acapalco, and proceeded to Panama, and then crossed the Isthmus to Appinwall, where he took pasage in the steamer all linning, which lately arrived at this port. He represents the crew to be well and in good spirits, and that but one death occurred since they left, being the cook, belonging to New York.

Missatso Yassal.—The soft. Havana, W. H. Jones, mater, sailed from Charleston Jan S, for a port in North Carolina, and hes not since been heard from.

Expract

heard from them, but trust the lives of the passengers and crew will be saved. It is very much feared the ship will be a total loss.

P. S. dated 20th.—The pussengers were all asfely landed last evening. The mate and crew are still by the wreck, to save what they can. The vessel will be a total loss.

The wrack Masten had got the steam pump at work on board the ship Tigress, sunk on Cherry Island Flats, 25th inst., and saye ted to get her affoot that evening.

Schr. Transter, yesterday reported destroyed by fire, salled from Charleston on the 22d ult., with a carry of 61s hales cotton and 42s bbis, resin, valued at about \$32,000, on which there is a tarrace in Providence of \$15,000 at the Commercial Matual Office and \$9,000 at the Merchante Office. The balance is reported to be covered by insurance in Buston. The T. was a fine each of 21s tuns, owned in New-York. The schr. N. Berry, Ball, from Georgetown, S. C., on the 25th March, in lat. 55 40, lon, 35 fell in with the schr. on fire and took off Capt. Crawford and six of the crew and brought them safe to Boston.

Brite Swax, from Booton for Portland, at suchor in Gioncester outer harbor on Wednesday, dragged ashers on the western early far Pound Island, where she remained till the next tide, when she got off without damage. Schr. Myers, of Rockland, in beating out of Gloucester har bor on Tunday, atrack on the vestern point of Ten Pound Island, where she remained till the next tide, and came off without damage. Seyral fishing vessels, in beating out of Gloucester har bor on Tunday, atrack on the vestern point of Ten Pound Island, where she remained till the next tide, and came off without damage. Seyral fishing vessels, in beating out of Gloucester on Wednesday, came in cont ct with each other, and one or two jib-booms were knocked off and several sails were torm.

Wealting and crew saved, and arrived at Mobile 25th ult., in Br. ship Covenant, from Liverpool.

To Mariners.

A Spar Bucy, 40 feet long, painted with red and black horizontal stripes, has been placed to mark the center of Graven's Shoal, below the marrows, entrance to the harbor of New York. It lays in 18 feet at low water, about one mile distant from Fort Tempkins Lighthouse, and may be passed on either side. Compass bearings: Fort Tempkins Lighthouse, N.N.W.;W.; Fort Lefsyette, N. by E-4E; Geney Island Swing, Z.S.E.

57. Pirrar and Miguelon, Feb. 2.—The Governor has directed the publication of the billowing notification of the establishment of a system of For Signals at the Lighthouse of Point Gainstry, for the benefit of vessels approaching St. Pierre and Miquelon: "A system of signals during a fock has just been adopted, under the orders of his excellency the Admiral Minister of the Marine and of the Colonies at St. Pierre and Miquelon, at the Lighthouse, at the Point de Galantry. In consequence, it is made known to navigators that for the future, from the lat of Agrill to the lat. November, in each year, there will be fired at the said lighthouse, at St. Pierre and Miquelon, during this fogs, two guins every two hours, at an interval of three minutes between each, from 60 clock in the morning to 6 o'clock in the evening. Independently of these regular signals, gan for gun will be returned to vessels that may be desirous of ascertaing their position by this means.

Financial.

A LBERT H. NICOLAY, Auctioneer, will sell A THIS DAY, April 7, at 121 o'clock, at the Merchante Exchange, for account of whom it may concern: \$3.000 Flushing Railroad ist Mortgage Bonds, \$1,000 each. \$5.000 Hudson River Railroad ist Mortgage Bonds, \$3.000 Sacramento City (Water Fund) 10 per cent Bonds, \$1,000 each. \$5.000 Marietta and Cincinnati Railroad 1st Mortgage Bonds, \$1,000 each. \$5.000 Marietta and Cincinnati Railroad 1st Mortgage Bonds, \$1,000 each.

\$5,000 Great Western Railroad 10 per cent Bonds, \$1,000

50c each. \$100 Toledo and Illinois Railroad 2d Mortgago Bond. \$500 Chicago and Mississippi Railroad Income Bond. \$20,000—Four Cartificates of the Breckenridge Coal Com-any, \$7,00 each. 60 shares Ohio Diamond Coal Company, \$25.

60 shares Ohio Diamond Coal Company, \$420.
15 shares Guano Company, \$100.
15 shares Guano Company, \$100.
15 shares Guano Company, \$100.
25 shares Leocher's note, the March 3, 1756, for \$275, 225, the second of the second company, \$20 cach.
25 shares Jersey City Gas Light Company, \$1,000 cach.
160 shares Panama Railroad Company, \$100 cach.
160 shares Panama Railroad Company, \$25 cach.
160 shares Hamilton Insurance Company, \$25 cach.
160 shares Hamilton Insurance Company, \$15 cach.
160 shares Hamilton Insurance Company, \$15 cach.
160 shares Farmers and Chizens Bank of Long Island, \$25 cach.
160 shares Farmers and Chizens Bank of Long Island, \$25 cach.
160 shares Farmers and Chizens Bank of Long Island, \$25 cach.
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160 shares Farmers and Chizens Bank of Long Island, \$25 cach.
160 shares Farmers and Chizens Bank of Long Island, \$25 cach.
160 shares Farmers and Chizens Bank of Long Island, \$25 cach.
160 shares Farmers and Chizens Bank of Long Island, \$25 cach.

TERMS OF SALE. - Ten per cent this day, at d the balance be

OFFICE OF THE ORIO AND PENNSYLVANIA RAILEOAD CO. }
PHYTSBURGH, March 25, 1836. }

DIVIDEND NOTICE.—THE SEMI-ANNUAL
INTEREST falling due on the FIRST DAY OF APRIL
proximo, on the Income Bonds of this Company, will be paid

and after that date at the office of Mesers, WINSLOW, LA-RIER & Co., No. 52 Wall-st., New-York, on presentation of the proper Coupons. HUGH S. FLEMING, Treasurer. INTEREST NOTICE.-THE SEMI-ANNUAL INTEREST due in New-York the first of April next,

the CINCINNATI, WILMINGTON and ZANESVILLE RAILROAD COMPANY'S INCOME BONDS (7 per centa), will be paid on presentation of the proper Coupons at the office of ATWOOD & Co., Bankers, No. 8 Wall-st., on and after the first prexime. JOEL RADEBAUGH, Treasurer.

OFFICE OF THE CLEVELAND AND TOLEDO RAILROAD CO.,

No. 18 William et., New-York, April 1, 1856.

DIVIDEND.—A dividend of FOUR (4) PER
CENT on the Capital Stock of this Company has THIS
DAY been declared out of the profits of the last six months,
payable at the Office of the Company on and after the 25th inst.
The Transfer Books will be closed from the 15th to the 25th.

By order of the Board of Directors.

E. B. LITCHFIELD, Treasurer.

DIVIDEND of FIVE PER CENT has been A declared upon the capital stock of the CHICAGO AND ROCK ISLAND RAILROAD COMPANY, payable on and after the 12th day of April, at the Office of the Company, No. 13 Williams.t. The Transfer Books will be closed from the 1st to the 12th of April. A. C. FLAGG, Treasurer. OFFICE OF THE OHIO AND INDIANA RAILROAD COMPANY, FORT WAYNE, Ind. March 28, 1856.

THE SEMI-ANNUAL INTEREST falling due in the City of New York with Second

in the City of New York on the Second Mortrage Bonds of this Company on the let day of April proxime will be paid on and after that date at the office of Mesers. Winslow, Lanier & Co. No. 52 Wall-st., in said city, on the presentation of the proper coupons.

CRICAGO, March 18, 1856.

NOTICE is hereby given that COUPONS for INTEREST on all Bonds of the CHICAGO AND AU-EORA (now Chicago, Burlingston and Quincy) RAILROAD COMPANY will be paid hereafter at the Office of Messara DUNCAN, SHERMAN & CO., in New York City.

AMOS T. HALL, Treasurer. NOTICE is HEREBY GIVEN that COUPONS for interest on all BONDS of the CENTRE I. COUPONS

TEACT RAILEGAD COMPANY will be paid hereafter at the office of Messts. DUNCAN, SHERMAN & Co., in New-York City.

AMOS T. HALL, Treasurer.

TOTICE IS HERED THE MICHIGAN SOUTHERN AND NORTHERN INDIANA RAILROAD COMPANY, NO. 18 WILLIAM AT., NEW YORK, MARCH 15, 1355.

NOTICE IS hereby given, that the FIRST ANNUAL ELECTION for THIRTEEN DIRECTORS of this Company and for Three inspectors of the succeeding Election will be hele at the Office of the Company at Adrian, in the State of Michigan, on the fourth WEDNESDAY of April next. The poll will be opened at 12 o'clock at moon, and continue open until 1 o'clock pin, and as much longer as the inspectors may find necessary to receive the votes of electors, but not beyond sunset on that day. The Transfer Books will close on the 12th of April, and open the day after the election, close on the 12th of April, and open the day after the election.

OFFICE OF THE ENICKERPOCKER ICE COMPANY. No. 183 CANAL ST. New-YORK, March 12, 1856.

NOTICE.—An ELECTION for NINE TRUSTIES of this Company will be held at their Office on TURSDAY, the 5th day of April next. Polls open from 12 m. to 3 o'clock p. m. Transfer-books will be closed from 22th instant tail April 10.

R. T. GOMPTON. President. W. J. WILCOX, Secretary.

THE ANNUAL ELECTION for DIRECTORS and INSPECTORS will be held This AFTERNOSN, at the effice of the Company, No. 345 Fulton-st., Brooklyn. Pells open from 4 to 5 o'clock.

Pells open from 4 to 5 o'clock. OFFICE MORRIS CARAL AND BG. CO., JERSEY CITY, March 15, 1856.

NOTICE IS HEREBY GIVEN that the ANNUAL ELECTION will be held at the office of the Company in Jersey City, om MONDAY, the 7th day of April next,
for the choice of THREE DIRECTORS in place of Class
No. 1, whose term of service will then expire, and
ONE DIRECTOR of Class No. 5, to fill a vacancy. The poil
will be open from 12 o'clock m., until 3 o'clock p. m. The
Transfer Bocks will be closed on and from the 18th inst. until
the thi day of April.

L. M. CONDIT, Secretary.

OFFICE OF THE NEW-HAVEN AND NEW-LONDON R. R. CO.,
NEW HAVEN, April 5, 1856.

NEW HAVEN, OF THE STOCK A. W., for choice of Officers and to transact any other business proper to be done at said meeting.

WM. T. BARTLETT, Secretary.

FULTON FIRE INSURANCE Co., April I 1856.—The Board of Directors of this Company by declared a dividend of SIX per cent upon the cap

payable on and after the 15th met. WILLIAM MULLICAN, Secretary. WILLIAM MULLIGAN, Secretary,

OFFICE of the NEW-YORK AND NEWNOTICE TO BONDHOLDERS.—Belders of 7 PER GERYBONDS of this Company are hereby notified, that in pursuance
of an set of the General Assembly of the State of Connections,
passed at its last May session, the Treasurer is authorized and
prepared to exchange for the centesteading Bonds bearing 7 per
sent Interess. AND NOT SECURED BY MORTOAGE, Bonds
sutherized by the before-used thoused act hearing 6 per cent Interess
and SECURED BY AN ONLY MORTOAGE on the Gompany's Road, Franchises, &c. Said exchange will be made at this
Office until further notice. By order of the Directore.
New-York, March 10, 1816. WM. BEMENT, Treasurer.

All sums deposited as of software to the sum of the sum

ROSE HILL SAVINGS BANK, No. 251 3d-av., one door above 21st st.—Open DAILY from 10 a. m. to 2 p. m., and WEDNESDAY and SATURDAY EVENINGS from 5 to 6 o'clock. Deposits made on or before April 15 will draw interest from April 1. Interest at the rate of 6 per cent on sums of \$500 and under, and 5 per cent on sums over \$500.

H. LOOFEGEROW, Sec. 9. WILLIAM H. PLATT, Prest.

N SALIL.

cent Bonds (Water Loan).

CITY OF DETROIT 7 P cent Bonds (Water Loan).

CITY OF CINCINNATI 6 P cent Bonds.

CITY OF CHICAGO 6 P cent Bonds.

CITY OF MILWAUKEE 7 P cent Bonds.

CITY OF MILWAUKEE 7 P cent Bonds.

CITY OF SACRAMENTO 15 P cent Bonds.

DUNCAN, SHERMAN & Co. OFFICE H. H. GOODMAN & Co., No. 7 Wall-

TOHN MUNROE & Co.-AMERICAN BANK-EES, No. 5 Rue de la Paix, Paris-Grant LETTERS of CREDIT for Mercantile purposes. Also, CIRCULAR LET-TERS of CREDIT on the following cities:

Baden-Baden, Jerusalem, The Hague, Lausanne, Brussels, Lausanne, Munich, Vienna, Cadiz, Leipsic, Naples, Naples, Wisebaden, Carisruhe, Lisbon, Nice, Zurich, OFFICE IN NEW YORK, NO. 8 WALL ST. Bills on Paris at short or 60 days' sight.

Also, STERLING BILLS, at 60 days' sight, for sale in sums

DREXEL, SATHER & CHURCH, BANK-DREAFLE, SATHER & CHURCH, BANK-ERS, SAN FRANCISCO, Cal., draw Bills of Exchange on DREXEL & Co., PHILADELPHIA, payable at the prin-spal cities of the United States. Collections made at San Francisco, and in the interior of the State, and proceeds promptly remitted. Collections may be sent direct to D. S. & C., or through DREXEL & Co., Phila-daphis, or P. SATHER, No. 164 Nassan-st., Now-York. Exchange on San Francisco for sale, in sums to sait, but

Paints, Bils, Blass, &c.

COBURN'S PURE TALLOW OIL, warranted

Warranted very pure, and to burn as long as Sperm, and very brightly; being unusually free from impurity, it will never crust the wick—is entirely free from gum, and very superior for machinery. In barrels 30 to 49 gallons each. The only sagus for the maker is JOHN W. QUINCY, No. 39 William et. OIL.—Boiled Oil, 75 cents a gallon.

SILVIC OIL-50 cents per gallon; one gallon burns 100 bours, giving a light equal to gas. No disagree-

ZINC PAINTS.—THE PASSAIC MINING and MANUFACTURING COMPANY, incorporated by the State of New-Jersey, having erocted extensive works in Jersey City, are now manufacturing from the ores from their celebrated mines in Sassex County WHITE and COLORED ZINC PAINTS of superior qualities.

Their Paints in Oil, prepared by a new process, are warranted not to harden in the kees, and are confidently offered as the best Paints of American manufacture.

For sale to the trade, dry or ground to oil, on liberal terms by the Company's Agents, MANNING & SQUIER, No. 54 Courtlandt.

ENCAUSTIC TILES—For Vestibules, Halls, Hearth, Dining-rooms, Concernatories, &c. GARNKIN CHIMNEY-TOPS, ERAIN-FIPES, &c. For sale by MILLER & COATES, No. 279 Pearled., N. Y.

ROOFS—ROOFS—ROOFS—The cheapest had best article for covering roofs is TAR ROOFING PAPEL which we keep constantly on hand and will sell in large or smaquantifies to suit purchasers.

JAS. T. DERRICKSON & Co., No. 36 Beskmand.

Aliscellaneous.

BILLIARD TABLES.—We offer for sale a sine Size to Siate-Beat Tables, with our newly invented Cushiens. Six splendid Second-hand Tables for sale cheap. Private Houses furnished at short notice. Orders by mail attended to GRIFFITH & DECKER, No. 90 Ann-st.

HONEY in the COMB.—Delicious HONEY I in the Comb, wholesale and retail. Also Fresh P. A.C. HES, #5 per dozen cans. Fresh TOMATUES, &c., at the new store, Bowling Green-No. 3 Broadway.

KINDLING WOOD-S. HARRISON & SON, STEAM FACTORY, No. 359 West 24th-st. Best quality Virginia Pine, Oak and Hickory dell-cend at lowest prices.

Peace with Russia so they say. But for war are so, hurra! War with bed-bugs war with rats, War with roaches, files and gnale With all insects, vermin, too, We heatilities ourself. With all insects, vermin, too,
We heatilities purate,
And the miselles we rely on
Are all furnished us by Lyon.
E. LYON'S Magnetic Powder and Pills for insects and repmin, No. 424 Broadway.

· Weight of cars.

expert SUGARS—There continues a firm feeling and a moderate activity. The receipts are quite large. The sales are 560 hhfs., meetly Cuba Muscovade, at 51c.

WHISKY—The market is lower and is dull; sales of 100 bhfs. at 25c, for Ohio and Pracon.

sales 50,500 pieces.

MOBILE, Apris 5.—Our Corron market has advanced during the past week, with sales of 15,000 bales. Middling is quoted \$500 to Stock on hand, 35,350 bales.

NEW-ORLEANS, April 5.—COTTON firm; sales to-lay, 4,000 bales.

PORT OF NEW-YORK April &

Cleared.

Steamships—James Adger, Turner, Charleston, Spofforl, Tileston & Co.; Angusta, Lyon, Savannah, S. L. Mitchih; Il inois, Borgs, Aspinwall, M. O. Roberts.

Ship—Wanderer, Ryder, Liverpool, Howes & Co.; E. C. Scranton, Spencer, Liverpool, Everett & Brown; Sir R. Peel, (Ham) Visser, Hamburg, Wm. F. Schmidt & Co.

Burk—Annie, (Br. Day Liverpool, N.S., W. L. Darling; Emblem, Davis, Philadelphia, Jaz. Hand.

Brigs—Hulvellyn, Hall, S. Marys, Ga., W. H. Riversmith;

Arrived.

U. S. steamship Southerner, Ewen, Charleston 59 hours, indee and pass. to Spofford, Tileston & Co. 4th inst., 8 a. m., passed propeller Hatteras Beach, from Philadelphia for Caurication; same date, exchanged signais with a brig.

Steamship Black Werrior, Smith, Havana, pass. and indee. to Livingston, Crocheron & Co.

Steamship Alabama, Schenck, Savannah 60 hours, indee, and pass, to S. L. Mitchill. April 2, passed in Savannah River, brig Angusta, bound N.

Ship Neptune's Car. (clipper) Patten, London 30 days, in baliast to Foster & Nickerson. March 1, off Scilly Islands, saw a clipper ship beating up the channel, showing a white signal with a red letter in it; same cay signalized the clipper-ship Gravina, from China for London; 11th, John P. Reszn, seaman, of New-York, fell from the maintopinast and was instantly killed; 2M, 2a. m., the foretopinast was struck with lighting, which elightly damaged the most, several of the crew were slightly injured; 1st inst., Gay Head bearing N. 60 miles tooks pilot on board from boat Mary Catherine (No. 6); 2d, Fire Island light bearing N. 60 miles tooks pilot on board from boat Mary Catherine (No. 6); 2d, Fire Island light bearing N. 60 miles tooks pilot on board from boat Mary Catherine (No. 6); 2d, Fire Island light bearing N. 60 miles tooks pilot on board from boat Mary Catherine (No. 6); 2d, Fire Island light bearing N. 60 miles tooks pilot on board from boat Mary Catherine (No. 6); 2d, Fire Island light bearing N. 60 miles tooks pilot on board from boat Mary Catherine (No. 6); 2d, Fire Island light bearing N. 60 miles tooks pilot on board from boat Mary Catherine (No. 6); 2d, Fire Island light bearing N. 60 miles passed on Sandy Hock for 3 days, becalmed 2 days with the brisk easterly winds, since that time had continued gales from W., somatimes equalls of stooks, had and elect; been within 14 miles of Sandy Hock for 3 days, becalmed 2 days with the kright.

Ship Uhoko, Davis, New-Oriesas 15 days, mide. to Wm. T. Frost.

Propeller Mount Savage, Watson, Bailtimere 56 hours, indee.
Propeller Westchester, Clark, Providence.
Propeller Pellean, Williams, Providence.
Propeller Pellean, Williams, Providence.
Propeller Locust Point, Funch, Portland.
BELOW-Ship Ashburton, from Liverpool, indee, to C. Grincell. The A. has her mainmast and foremast heads sprung.
Als., two ships and five brigs.
WIND-During the day, N.N.W.

Bark Mary & Sale, Reinards, Savannan 1 12 days, and Gib-Bark Vittorioso, (Sard.) Merello, Leghorn 112 days, and Gib-raitar 66, mable, &c., to M. Pastacaidi; 10 pass. Experienced heavy weether, lost and split sails, &c. Bark Hinswen, (of Nortok, Va.) Pegh, Guyama, P.R., |darch 14, sugar, &c., to Sturges & Co., vessel to master. Experienced heavy weather the entire passage Bark Jane Doten, (of Barh) Winslow. St. Domingo, and Charleston 10 days, logwood to Vose, Livingston & Co., vessel to naster. 28th ult., of Hatterns, saw several bales of cotton and some square pieces of timber. The J. D. has had heavy weather.

Dimos.

Brig Lillie Mille, (of Portland) Putman Port an Prince 25 days, mehosgny to Vore Livingston. Died March 7, at P. P., Joseph Webber, ist mate; lith Josia H. Roberts, steward. Brig Pulsaki, (of Thomaston) Crawford, Ponce, P. R., 22 days, ugar, &c., to mester. 2rd ult, iat. 26 51, ion. 70 39, spoke-schr. Albion, benefor — Sid, in co. with schr. Mary Eilen, for New York.

igar, &c., to master. Brig Nuova Providenza, (Sic.) Stavacc, Naples, 85 days, fruit

er & Son.
Schr Mary Jane, Smith, Virginia.
Schr. Islaora, (wrecker) Smith, from wrecks of ship St. Patrick, and brig Kony Theym, from and sardines to Bird & Neil-

ment. The K. was under charter. She is owned by Mr. John Bares.

Schr. Louising Reparted Burked at Sea.—The shr. Louisine, which cleared at savannah on the Tist uit for New-Yerk, leaded with cotton and copper ore, while off Cape Hatterse, during a beavy zale, was discovered to be on fire. Efforts were made to extinguish the flames, but it gained so rapidly upon them that they had to take to the boat, leaving their clothing, the chronometer, &c., on board. They were two days in the beat before they succeeded in reaching the land off the Cape. She was commanded by Capt. Hodgson, and belonged to McCready, Mott & Co. of this city. It is supposed that the fire originated from a spark canget in the cotton while being carried on the railroad to the wharf, and that it lay smothered for sometime, until it broke out in the store. Cargo valued at \$50,000; vessel about \$10,000. Insured in Wall street.

Schr. Woodberts, Allen, from Attakapes for Richmond, Va., put into Wilmington, N. C. 2d inst. with loss of salis and part of deck load. She will not discharge, as her cargo of sugar and melasses has not been damaged.

SCHR. MARY C. AMES, (before reported ashore on the south side of the island of Nantucket.) having been got off, has now hilged and sank. All attempts to get her off will be abandoned. Shire Lorenta, from Havre, at Charleston ist mit, experienced severe gales of wind on the passage, split salis, and sustained damage to hull, &c.

BER. SCHR. IONA, Campbell, from St. John, N. B., for New-York, went ashore near Ells worth; no date or particulars given. I'm a stated that the only insurance on whaling bark Barelay of Westport, loat on west end of Cubs, was \$5,600 at the Commercial Marine office, New-Bedford.

SCHR. ESTHER A. JONES, (before reported lost on Corn Island.) was about 100 tuns benden, and left Books del Toro, New-Gorton to office principally of escenants. She bed on board some specimens of rich from our, taken from user the coal hefs. The vessel was lately discovered. She also had on board some specimens

CAVINGS BANK .- MARINERS' SAVINGS NAVINGS BANK.—SIARLED SO SAVINGS
INSTITUTION, corner of 3d-av. and 9th-st., for the benefit of all classes of persons. Interest allowed at the rate of 8
per cent on sums of \$500 and under, and 5 per cent on sums
above \$500.

All sums deposited on or before the loth of April will be clieved.

ON SALE,-CITY OF CLEVELAND 7

st.—We have for sale the following Securities: \$100,000 Seven Per Cent Bonds, Hardin County, Ky. \$150,000 Seven Per Cent Bonds, Hardin County, Toun. \$150,000 Eight Per Cent Bonds, lowa County, Wis. \$60,000 Eight Per Cent Bonds, Mineral Point, Wis. Also, a great variety of City, County and Railway Secure member lots.

Exchange on San Francisco for sale, in sums to sait, by DREXEL & Co., Philadelphia, and P. SATHER, New York.

of superior quality for burning, and to be more durable on machinery, and to stand colder weather than purest sporm oil. Only Agent, JOHN W. QUINCY, No. 98 William-st.

Building-roof and Fence Oil, 50 cents a gallon.

Bleached Boiled Oil, for purely white, \$1 per gallon:
Oil Varnish, for China gless, \$1 25 per gallon;
PAINTS, for buildings, itemes, roofs, &c., 14c, per pound.
By J. HENRY SMITH, No. 113 Masten-ians, N. T.

burns 120 hours, giving a light equal to gas. No disagreable small; not explosive. Gives a steady, beausiful light suable to read or write by; also for stores and factories, a Lamps and Gil wholesale and retail, by H. PARMENTER, Treas., Silvic Oil Company, No. 388 Broadway, corner Walkerst. Will move May I to No. 137 Pearl-st, near Wall-st.

ZINC PAINTS, WHITE LEAD, COLORS, GLASS, &c.—The undersissed, having enisrged their works to meet the demand for Zinc Psint, are now propared to offer to the trade a full assortment from the different mines, manufactured by them is bleached refined Linesed Oil, and with the proper dryers. The quality of our American and French Zincs is warranted to be equal in all respects to any sold in this market, and on as itheral terms. Dealers can also be supplied with WHITE LEAD and COLORED PAINTS of the control of the co

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BEST FAMILY SYRINGES.—FOWLER & WELLS, No 508 Broadway, have all the best and most approved Sylinges. The Elastic or Self-Injecting Instrument, #54 the new Pocket Pump, #3 50; the Family Syringe, all with 11th tubes, #4 50.

A Lady in attendance to wait on Ladies, at No. 306 Broadway.

CHAPS, Chafes, Rough, Tender Flesh, Pimples, Freckles, Saitrheum, Tan, &c., positively cared by OGERAUD'S Italian Medicated Soap. Poudra Subthe aproots afferm low foreheads or any part of the body; warrented Liquid Rouge, Lily White, Hair Dye and Rasterative, at the old depot, Twisker st., first store from Broadway; Calender, Philadephia; Bates, 129 Washington-st., Boston; Mrs. Hayes, Brooklys

AMPBLACK FOR SALE-200 barrels of uperior quality for sale, by the harrel or larger quantities. L. L. SMITH, No. 5 Canal-et PEACE and WAR!

min, No. 424 Broadway.

OFFICE OF THE GOVERNORS OF THE ALMS HOUSE,
NEW YORK, April 4th, 1836.

PROPOSALS for BONES.—Scaled Proposals
their Office, Rotunds. Park, until 2 clock, p. m., 18th inst., is
purchasing the BONES from the several institutions to 1st.
April next. For further information apply at their Office. Proceals will state the price per flour-barr cl.